

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M. the King.
When you feel thoroughly
exhausted after a heavy
day's work, begin your
dinner with a
BOVRIL
SOUP
and so ward off indigestion.

No. 15,884. 號四十八百八千五萬一第 日八念月二年元統宣 HONGKONG, FRIDAY, MARCH 19TH, 1909. 五拜禮 號九十月三年九零百九千一英港香 PRICE, \$3 PER MONTH.

HYGIENOL
A POWERFUL DISINFECTANT
GERMICIDE AND DEODORIZER.
A. S. WATSON & CO., LIMITED,
ALEXANDRA BUILDINGS,
AND
KOWLOON DISPENSARY.
[a30]

NEW PIANOS
ON HIRE
AT \$10 PER MONTH.
TUNING AND
REGULAR
ATTENTION
INCLUSIVE.

S. MOUTRIE & CO., LIMITED.
CHATER ROAD.
Hongkong, 1st October, 1908. [a40-1]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

THE GRAND HOTEL.
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE
M. MAILLE Proprietaires.
[a46]

PEAK TRAMWAYS COMPANY LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAYS.
Extra Cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 9th May, 1907. 1374

TRADE MARK
The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to
"WHITE HORSE" WHISKY.
To His Majesty
THE KING.
By Royal
Appointment.
LANE, CRAWFORD & CO.
SOLE AGENTS.
MACKIE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY.
MALT-MILL CRAIGELLACHIE, GLENLIVET. Estab. 1742.
Quality the Secret of Success.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky will be refused supplies. [a34]

AN
"ALL NIGHT"
DRUG STORE
You can get what you need at WATKINS DISPENSARY any hour of the night.
All that you need do to get prompt, cheerful attention is to press the night bell.
This night service is intended entirely as an accommodation to our customers. It is
given willingly—cheerfully.
QUALIFIED ENGLISH CHEMISTS
WILL ALWAYS BE ON DUTY TO
DISPENSE PRESCRIPTIONS.
WATKINS, LIMITED,
The charges during the night hours are the same as by day.
CHEMISTS AND DRUGGISTS,
31, Queen's Road Central,
HONGKONG.
NIGHT AND DAY TELEPHONE: 492. [a39]

CUTLER, PALMER & CO.,
WINE & SPIRIT MERCHANTS
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.
Per Case.
BRANDY ★★★★★ - - - \$22.50
" ★★★★★ - - - 20.00
" ★★★★★ - - - 17.00
WHISKY, PAUL MALL - - - 20.00
" JOHN WALKER & SONS' - - -
" OLD HIGHLAND - - - 12.50
" C. P. & CO.'S SPECIAL - - -
" BLEND - - - 10.50
PORT WINE, INVALIDS - - - 20.00
" DOURO - - - 13.50
SHERRY, FINO SUPERIOR - - - 14.75
" LA TORRE - - - 16.00
" OLD EAST INDIA - - - 18.50
" AMOROSO - - - 20.00
" ROYAL AMONTILLADO - - - 23.00
" CURIO SOLERA - - - 26.50
BENEDICTINE, D.O.M. - - - QTS. 40.00 Pts. 42.00
THE ABOVE ARE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS. [a51]

LANE, CRAWFORD & CO.
AERTEX CELLULAR
TENNIS SHIRTS.
\$3.75 EACH 6 FOR \$21.
"COTELLA" TENNIS SHIRTS.
\$2.50 EACH 6 FOR \$13.50.
TENNIS BOOTS & SHOES.
\$5.00 TO \$12 PER PAIR.
WHITE FELT TENNIS HATS.
AYRES AND SLAZENGERS
1909 TENNIS BALLS.
LANE, CRAWFORD & CO.
Hongkong, 8th March, 1909. [a33]

GUINNESS'S STOUT
AND
BASS & CO.'S PALE ALE,
"HORSE HEAD" BRAND.
IN QUARTS, PINTS AND SPLITS.
CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central. [a35]
Hongkong, 4th March, 1909.
BREWER & CO., LIMITED.
PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE, No. 696.

A NEW CONSIGNMENT
OF
TENNIS RACKETS,
BY
SLAZENGERS
FORRESTERS
AND OTHER WELL-KNOWN MAKERS. [a32]

INSURANCES
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.
Authorized Capital £5,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0
II. Fire Funds 3,065,374 15 7
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. [1019]
THE GLOBUS INSURANCE COMPANY
OF HAMBURG.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. [28]

DR. M. H. CHAUN.
THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]
SIEN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. — 1327

FILM! FILM!!
KODAK FILM
DEVELOPING AND PRINTING
[SPECIALITY].
A TACK & CO.,
26, DES VEAUX ROAD, CENTRAL.
Hongkong, 12th March, 1909. [37]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1448]

GRACA & CO.,
(Established 1896.)
No. 27 DES VEAUX ROAD.
Dealers in
POSTAGE STAMPS
and all Philatelic Goods.
Pictorial Post Cards, Birthday Cards,
MANILA CIGARS and CIGARETTES
Albums, Novels,
Tweezers, Hinges, Liners, Flower Seeds,
etc., etc., etc.
Inspection solicited. [126]

SINGON & CO.
IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Importers of Pig Iron and
Foundry Coke Importers General Store-
keepers and Shipchandeliers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [660]
ICE
WE HAVE MET THE CUT and are
now Selling Ice from our Depot,
Nos. 55 & 57, Des Vaux Road Central, for
HALF A CENT PER POUND.
We have the ONLY FACTORY IN
HONGKONG Manufacturing Ice from
DISTILLED WATER and therefore we
GUARANTEE ITS PURITY.
ORIENTAL BREWERY LTD.
Hongkong, 16th March, 1909. [474]

SUTTON'S SEEDS.
Special Selections for South China.
CHINA EXPRESS CO.
3, DUNDALL STREET, HONGKONG,
Shipping and Insurance Agents.
Hongkong, 22nd January, 1909. [50]

HONGKONG ICE COMPANY, LTD.
IT IS HEREBY NOTIFIED that on and
after this date, the Selling Price of
Ice, will be Reduced to HALF A CENT per
pound.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Company, Ltd.,
Hongkong, 11th March, 1909. [451]

ATTENTION!!
NOW IN GREAT DEMAND
FOR BLOUSE LENGTHS.
4 yds. INDIAN GAUZE OPENWORK \$1.00
3 1/2 yds. INDIAN DOTTED MUSLIN \$1.25
Ladies' and Children's Belts!
HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 18th March, 1909. [7]

**AUTOMATIC BROWNING
POCKET PISTOLS.**
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.
BY popular English Manufacturers. In
all Hores and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 88SG. at \$6.37 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1445]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 a.m. and 4 p.m. daily, Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matrons in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a230]

**"KINGSOLERE,"
PRIVATE HOTEL.**
APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
[a45] Proprietress, Mrs. G. SACHSE.

**"BRAESIDE,"
PRIVATE HOTEL.**
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to— Mrs. F. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL
TELEPHONE 197.
No. 2, QUEEN'S ROAD CENTRAL.
Mrs. M. MATTHAEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel.
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHAEY,
Proprietress.
Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL
SHAMEN—CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.
MACAO.
MANAGER—MR. H. N. BEAUREPAIRE.
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1523]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.**

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous to
enjoy a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a196] THE MANAGER.

HOTEL RIPOSO.
BEXHILL-ON-SEA.

THE attention of intending visitors to Eng-
land is courteously directed to the above
private Hotel, widely renowned for comfort,
and its excellent English catering and cooking.
It adjoins good Golf Links and overlooks Sea
on South and West. Climate sunny and
bracing. Terms from 3/- per day inclusive.
Resident Proprietress Mrs. Gibson. [266]

INTIMATION



A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

CHAMPAGNE
DE ST. MARCEAUX & Co.,
REIMS.

VINTAGES

1898 & 1900.

VIN BRUT AND VERY DRY.

PER CASE 1 DOZ. QUARTS.

PRICE \$52.00

PER CASE 2 DOZ. PINTS.

PRICE \$54.00

CHAMPAGNE

DE ST. MARCEAUX & Co.,
is the most Popular Wine in England
and Europe To-day and invariably figures
on the Menus of Banquets, Dinners, and
Suppers given by Reigning Monarchs,
Ministers of State, Merchant Guilds,
Sporting Clubs, &c., &c.

SOLE AGENTS—

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.

All letters for publication should be written on
one side of paper only.
No anonymously signed communications that
have already appeared in other papers will be
inserted.

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Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 54—Telephone No. 12.

DEATHS.

On February 14th, at Ely, J. H. E. Archer,
late of Manila, aged 29 years.
On February 14th, at London, DAVID REID,
formerly of Shanghai, aged 75 years.

HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 19TH 1909.

THE next world's fair, the Alaska-Yukon-Pacific Exposition, is to be held at Seattle, U.S.A., opening on June 1st next and closing October 16th. This exposition, which will be the second one held on the Pacific Coast of North America, will be an international, industrial and commercial exposition and will have cost the sum of \$10,000,000 when the gates are opened. It will not celebrate any particular event and will, therefore, not depend upon historical sentiment for its success. Its purpose is to exploit the resources and potentialities of Alaska and Yukon and to make known and foster the importance of the commerce of the Pacific Ocean and of the countries bordering thereon. Alaska, which was purchased by the United States from Russia in 1867 for the sum of \$7,200,000 gold (about two cents an acre), is represented by the promoters of the Exposition to be a land of great resources and possibilities. The prevailing conception of the territory is that it is nothing but a land of ice, snow and gold. The same is declared to be true also of Yukon, which belongs to the Dominion of Canada. "Although the wealth of these countries has only been scratched on the surface they have yielded millions of dollars worth of gold, fur, fish and other valuable products. Besides these

resources there are others that are only beginning to be developed, and although it may be surprising to those who are not acquainted with conditions in the Northland, agriculture is included in them." The United States Government has been carrying on experiments in agriculture, cattle raising and dairying and it has been found that Alaska has great agricultural possibilities. It is estimated that in time the territory will be able to support a population of 3,000,000 persons, it is partly for the purpose of showing the Northland in its true light before the world that the 1909 Exposition has been organized. Equally important in the plan and scope of the shores of the Pacific Ocean closer together commercially through the exhibits from the different nations. Seattle, where the Exposition will be held, is rapidly becoming one of the great commercial ports of the world. It is the gateway to Alaska and the Orient. It has grown more rapidly in the last few years than any other American city and now has a population of 275,000. Although the title of Seattle's Exposition apparently limits its scope to the Pacific sea, such is not the case. It is, in fact, a world's fair, in everything that the term implies, and in many ways, the promoters say, it will be such a world's fair as has never been held, for, to that portion of the globe which has been largely represented at other Expositions, it will introduce other portions which have never been exploited and whose peoples, products and ways of life are a closed book. That the world may become better acquainted with the Philippines, the Hawaiian Islands and Alaska, "the wonderland of the Arctic," the United States Government is spending \$600,000 upon exhibits from these territories. Canada too, is playing a big part in the fair. It has sent its Commissioner of Expositions to superintend the work and is erecting a palace which will be one of the architectural features of the exposition. Canada's many provinces will also make independent display of their resources. Japan is reported to be taking a great interest in the show and besides sending many interesting kinds of exhibits is contributing largely to the floral display. It will reproduce on the exposition grounds "the tea house in Tokyo in which Admiral SPERRY and his officers were entertained when the American Armada visited the land of the Rising Sun." A Japanese theatre, with one of the leading troupes of Nippon, will be another feature, and "there will be an array of Japanese manufactures and products, such as has never been shown at any exposition." China is stated to be planning and already doing as much as is Japan and will likewise be represented not only by exhibits but also by a theatre and a tea house. There is also to be "a full-fledged Chinese village, with its joss houses, restaurants, bazars and all else that will make the exhibit true to life." The Exposition grounds are said to be scenically the finest ever utilised for such a purpose. Set between two beautiful fresh-water lakes, Union on one side and Washington on the other, the grounds present beautiful stretches of water front, and tall stately giants of the forest, entrancing vistas, gentle slopes and commanding terraces add to the beauty of the picture. That white-clad sentinel, Mt. Rainier, the highest peak in the United States proper, rising to a height of 14,326 feet, is in plain view from the grounds, as is likewise Mt. Baker, another formidable peak, and the snow-covered Olympic range. But to add still further to the beauty of the site we read that tens of thousands of dollars are being lavished upon flower beds and fields, which during the period of the fair "will flame with the colour of blossoms from every clime under the sun." We have gathered all this from the literature issued by the Exposition's publicity department the staff of which is now exercising to the full their powers of persuasion to draw the world and his wife this summer to the city of Seattle.

A shop coolie was arrested by the police on Wednesday for having in his possession a revolver and 150 rounds of ammunition without a permit.

Telegraphic news has reached Haiphong from Paris of the death of Mr. Theodore Speidel, chief partner in the firm of Speidel and Co. The deceased gentleman, who was 68 years of age, died in Paris on the 7th inst.

Another member of the unfortunate sisterhood came before the Magistrate yesterday. Amore Marie, of 20 Lyndhurst Terrace, was fined \$20 by Mr. Wood for having behaved in a disorderly manner.

Mr. Kurosawa, formerly Commissioner of the Imperial Maritime Customs at Dairen, now on leave, has been appointed Commissioner at Yochow. This is the first time a Japanese Commissioner has been appointed to a Yangtze port.

The French Mail of the 16th February was delivered in London on the 17th inst.

Kwang Yang-kang, formerly Secretary of Legation in London, arrived at Wellington last month to take up his position as Consul-General in New Zealand. He expressed to an interviewer the opinion that China should have had Consuls in the British Colonies years ago.

The return of the imports into and exports from the Straits Settlements for the quarter ended December 31st last, shows that there was an increase in imports of \$1,108, equal to £128, as compared with the same period last year, and an increase in exports of \$2,064,962 or £240,914.

Two opium prosecutions took place at the Magistrate's yesterday. A fireman on board the steamer *Loongang* was fined \$500 for having in his possession twenty tael of opium. The quartermaster on board the s.s. *Katfong* was charged with being in possession of ten tael of opium, but the hearing was adjourned.

The Budget Committee of the German Reichstag has approved a vote to the amount of £8,750 as the first instalment of the cost of erection of a German Consulate in Tientsin. A similar vote was rejected by the Reichstag last year. The Budget Committee has rejected a vote for the acquisition of the site, which is at present rented for the German Consular Service in Chiaoow.

No little amusement was created at the Supreme Court yesterday when a man under trial for attempted robbery called three men to "say that he was a good man." None of them came up to his expectations. They admitted that they had known him in the country but they knew nothing of him since. One went so far as to say that when he was in the country he was poor and a good man, but since he had come to Hongkong he did not know what he was.

There are many in the East who will regret to learn of the death of Mr. David Reid, an old resident of Shanghai. Death took place on 14th ult. in London, at the age of 75 years. Mr. Reid was one of the senior partners of Reid, Evans and Co. On his retirement from China he took charge of the firm's business in London. He was one of the promoters with the late Mr. Albert Deacon, Mr. David McLean, and others of the China Mutual Steam Navigation Company, of which he was chairman for some years. He was also a director for a lengthy period of the National Bank of India, Limited.

The London *Gazette* announces that the King has been pleased to grant to the following gentlemen his Royal licence and authority to accept and wear the decorations mentioned, conferred on them by the late Emperor of China in recognition of valuable services rendered by them:—Mr. Paul Henry King, of the Imperial Chinese Maritime Customs, the Second Class of the Second Division; Mr. James Russell Braiser, the Third Class of the Second Division; and Mr. Leslie Sanderson, of the Imperial Chinese Maritime Customs, the Second Class of the Third Division of the Imperial Chinese Order of the Double Dragon.

LOCAL SPORT.

KOWLOON BOWLING GREEN CLUB.

The annual report and statement of accounts will be presented to the members of this Club at the annual meeting to be held on Monday, 29th March. The report states that the club is in a prosperous condition, although, owing to extraordinary expenditure, typhoon damage, extension of ground, etc., the balance sheet does not show the profit anticipated. The membership now stands at 99, an increase of five over last year.

The results of the matches played during the season are given. The Club played five bowling matches, two against the Civil Service one of which they won, and the other lost, two against the Follies, both of which they won, and one against the Kowloon C.C. which they won. They also played one tennis match against the Kowloon C.C. which they lost.

A number of spoon competitions in bowls and tennis took place among the members and were keenly contested.

The ground has been considerably extended by the inclusion of part used at present as a quoit pitch.

The balance sheet shows a loss on the working for the year of \$233.06.

NEW BARRISTER.

At the Supreme Court yesterday morning before the opening of the Criminal Sessions, before the Chief Justice (Sir Francis Pigott), Sir Henry Berkeley, K.C., Acting Attorney General moved the Court to admit as a barrister of the Supreme Court of the Colony, Mr. James Orr who was a member of King's Inn, Dublin, and a member of the Irish bar. The papers were all in order.

His Lordship—I have admitted so many solicitors during the past three years that I thought the time would soon come when I should be called on to add to the roll of barristers. I am sure we wish you every success and welcome you to the Bar of Hongkong.

Mr. Orr made his acknowledgments.

THE VISITING SQUADRON.

The men of the visiting squadron are settling down to the baseball tournament. The Cleveland have won from the Denver by five runs and nine hits to four runs and five hits, and the Charleston have also defeated the Denver by seven runs to sixteen.

The weather being fine the men are enjoying a good time ashore and making the most of their leave.

TELEGRAMS.

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[BRUTE'S SERVANT TO THE "HONGKONG DAILY PRESS."]

THE NAVAL DEBATE.

THE COUNTRY PROFOUNDLY IMPRESSED.

LONDON, March 17th.

It is impossible to exaggerate the impression produced throughout Great Britain by the debate on the Navy Estimates, coupled with the announcement by Mr. McKenna, First Lord of the Admiralty, that Germany already possessed fourteen slips for Dreadnoughts, that three more are preparing and that similar advance is shown as regards guns, mountings &c. The Radical papers have ceased all opposition to an increase of the Navy. In the House of Commons, Mr. McKenna said that Great Britain had seventeen slips suitable for Dreadnoughts and others could be prepared if the need arises.

LONDON, March 18th.

Mr. Asquith said the Government's proposals more than maintained the two-Power standard, which was not measured in Dreadnoughts.

THE IMPRESSION CREATED IN BERLIN.

The sympathetic and courteous tone of the debate on the Navy Estimates in the House of Commons has created an agreeable impression in Berlin.

THE U.S. TARIFF.

PROPOSED TAXATION OF TEA AND SPICES.

RECIPROCAL FREE TRADE WITH THE PHILIPPINES.

LONDON, March 17th.

The U. S. Tariff Revision Bill has been introduced in Congress and referred to Committee.

The Bill makes various increases in the duties on luxuries and revenue for the purposes of making reductions on clothes and tools to the extent of the difference between the maximum and minimum tariffs, about 20 per cent. Spices, which are now free, will pay an average of 30 per cent ad valorem. Tea, now free, will pay eight cents per lb. when imported directly and nine cents when imported indirectly.

The Bill provides for reciprocal free trade with the Philippines.

THE QUEEN.

LONDON, March 18th.

H. M. the Queen has received Madame Kato, wife of the Japanese Ambassador to the Court of St. James.

THE GOVERNOR OF THE STRAITS SETTLEMENTS.

LONDON, March 18th.

Sir John Anderson, Governor of the Straits Settlements, who is home on short leave, lunched yesterday with H. R. H. the Prince of Wales.

DEATH OF A PEER.

LONDON, March 18th.

The death is announced of the Earl of Egerton and Tatton.

[The Earl of Egerton and Tatton was chairman of the Manchester Ship Canal 1897-94, and was Chairman of the Royal Commission on the port of London 1900.]

[FROM THE "CHUNG NGOI SAN PO."]

ALLEGED JAPANESE SEIZURE OF A CHINESE ISLAND.

Tokyo, March 18th.

The Japanese Foreign Office explain with regard to the alleged seizure by Japanese of the island of Ta Tung Sha that the Japanese Government do not declare that it is Japanese territory. Neither do they admit that it is Chinese territory. The Govern-

ment believe that the island is ownerless.

The Japanese who are alleged to have taken possession of the island have acted without the authority of the Government.

REBEL ACTIVITY IN CHINA.

PEKING, March 18th.

The Viceroy of Nanking has wired to the Peking Government to the effect that Dr. Sun Yat Sen has stored thirty thousand rifles in Saghalien ten thousand of which have been dispatched by boat to Siam and thence carried into the interior of China.

PROPOSED GOLD STANDARD FOR CHINA.

PEKING, March 18th.

The Prince Regent has decided to mint a new coin weighing one tael. He also proposes to introduce the gold standard in the currency of China.

THE "VANDALIA"—"CRANLEY" COLLISION.

THE JUDGMENT.

A report of the judgment in the above case which was tried last month in the Admiralty Division of High Court of Justice, before Mr. Justice Barragane Deane, sitting with two of the Elder Brethren of the Trinity House reached us by yesterday's mail.

The plaintiffs were the Hamburg-American Line, owners of the steamship *Vandalia*, and the defendants were the owners of the steamship *Cranley*. The action was brought to recover the amount of the damages sustained by reason of a collision between the two vessels in Kowloon Bay, Hongkong, on the early morning of July 28th last, during a typhoon. The case for both parties was that they were at anchor and that the other vessel was either under way or dragged and came into them.

Mr. Justice Barragane Deane in giving judgment, said that both the vessels had been lying at wharves at Hongkong, the *Vandalia* discharging, and the *Cranley* undergoing repairs, with no steam in her boilers. At 11 a.m. on July 27 a signal was hoisted, visible to both ships, that a typhoon was expected, and it was manifestly the duty of both vessels, which could not lie where they were, to be prepared. The master of the *Cranley* engaged a tug to take her out into the bay, and she was taken to the same anchorage where she met a typhoon before. She was brought to an anchorage about 6 p.m., and the Court accepted the bearing as to her position as accurate. The *Vandalia* steamed out to her anchorage about 11 p.m., and she gave cross bearings as to her position, which he believed also. Taking these two points, he found that the *Cranley* was N.E. from the *Vandalia* at 11 p.m. and distant something over four cables. The *Vandalia* had been made that the *Vandalia* story was untrue, and that it was too dark for her to take bearings when she came to anchor. He was sorry that the imputation had been made, for it was not true. He was satisfied with the *Vandalia*'s evidence that she did take bearings. The Elder Brethren advised him that it did not follow that the weather would be so thick until the typhoon was at its height, and he was satisfied that the *Vandalia* could and did see the lights as she said she did. The *Cranley* had let go her starboard anchor with 75 fathoms of chain. She only let go one anchor at first, and it was suggested that she ought to have let go both; but the Elder Brethren were of opinion that it was wiser to wait as she did before letting go her second anchor. The *Vandalia* let go both anchors when she brought up at 11 p.m., and apparently she rode through the typhoon without dragging. During the night the gale increased and the weather got very thick. Both vessels swore they put up their anchor lights, at first oil, which later were changed for electric lights, and he was satisfied on that point. He attached no blame to the *Cranley* for not seeing the *Vandalia*'s lights before she did, her after light was observed, and those on the *Vandalia* saw the lights of the *Cranley*, but neither vessel saw the other till shortly before the collision. The *Vandalia* said she saw the *Cranley* ahead of her about ten minutes before the collision, which took place shortly after midnight, when the *Vandalia*'s stem came in contact with the starboard bow and side of the *Cranley*, and the two vessels hung together for an hour, and separated about 1.30 a.m. The *Cranley* said that the *Vandalia* steamed up and struck her, and the *Vandalia* said that the *Cranley* dragged. Certainly one of the vessels must have moved. The conclusion he had come to was that the *Cranley* had dragged and the *Vandalia* had not. His reason for that conclusion was that the Court accepted the evidence that the *Vandalia*'s bearings in the morning were the same as they were on the previous night. The *Cranley* admitted that her bearings were not the same in the morning as they had been in the evening, and that therefore they were dragged down on a point, and therefore they would have got up steam at once. The Elder Brethren said that the *Cranley* knew that a typhoon was expected, and he did nothing except to get a tug. He had no steam in his boilers, and he said it was impossible to get steam up in the time; it would take 24 hours. If that were so, he had not got time; but evidence was that at midnight, when typhoon was at its worst, he gave instructions to the engineers to get up steam, and they got it up by 10 a.m. when the *Cranley* went back up in ten hours. The Elder Brethren said that had they been there they would have got up steam at once. This fact showed that it could have been done by 9 p.m., and with the help of her engines the *Cranley* could then have ridden to her anchors as the *Vandalia* did. The *Cranley* did not exercise that seamanlike precaution which Article 29 required, and he held her alone to blame.

SUPREME COURT.

Thursday, March 18th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

FORGER SENTENCED TO THREE YEARS' IMPRISONMENT.

UN LUM was charged with uttering three forged notes on the Chartered Bank of India, Australia, and China, each of \$10, at Yau-mat, and also with being in possession of 13 forged notes of the same denomination. Sir Henry Berkeley, K.C., Acting Attorney General, instructed by Mr. H. Denny, Jr., conducted the prosecution, and prisoner was undefended.

The following jury was empanelled:—Messrs B. Webb (foreman), E. L. Hughes, W. M. G. Weston, F. M. Lane Crawford, G. Kapp, J. D. F. Miller, and H. G. Friedmann.

Sir Henry Berkeley said it seemed that the only question for the jury was whether the man knew that the notes which he had uttered and which he had in his possession were forgeries. The evidence was very clear as to the forged character of the notes and to the possession. The only question would be as to intent.

Mr. F. S. Allen, cashier at the Chartered Bank of India, said the paper on which the notes were printed, was quite different to that of the genuine ones, while the signatures of the sub-accountant were printed instead of being written.

His Lordship—How would an ordinary person recognise them as forgeries? Supposing I got them, how could I recognise them?

Witness—Well, the whole work is very crude, and the paper is entirely different. After all there are a large number of Chartered Bank notes about.

His Lordship—Yes, but just tell me what an ordinary person who has not seen many notes would think.

Witness—They are crude workmanship; that is the only thing. They are exact copies of our notes otherwise.

Prisoner—Could I tell they were forgeries?

Witness—I don't know how much money you are used to handling, but our notes are in circulation here and all about South China.

His Lordship—But would a man in his position know they were forgeries?

Witness—I don't know his position.

His Lordship—Would any Chinaman know them to be forgeries?

Witness—Am I to answer "Yes" or "No"?

His Lordship—Yes.

Witness—Well, in my opinion I should say he could.

Prisoner—I could not.

Prisoner made a statement to the effect that he was innocent. A woman, who had been described during the hearing of the case as his sweetheart, placed the bank notes in his box unknown to him. She asked him to go to her house which he did, and then she asked him to stay for a meal, which he also did. "And this," said prisoner, "is the outcome of it all."

His Lordship, summing up, commented on the crudeness of the forgeries, and said the jury might infer guilty knowledge from the way in which the notes were disposed of after they came into prisoner's possession.

The jury found prisoner guilty on both charges.

His Lordship sentenced prisoner to three years' imprisonment with hard labour on each count, to run concurrently.

FALSE PRETENCES.

Wong Chun Fu was indicted on four counts for obtaining money by false pretences. Prisoner pleaded guilty on the third indictment.

The Attorney General said he would accept that. He explained that defendant went to a firm here representing that he was a fella of a well known firm at Pakhoi and obtained \$20 and \$10.

Defendant was sentenced to two years' imprisonment.

RECEIVING STOLEN GOODS.

Li Chuk pleaded not guilty to having received a gold bangle well knowing it to have been stolen.

The facts as stated by the Acting Attorney General were that the prosecutor, an official, who lived in Des Vexes Road, was surprised one day last month by three men entering her house and telling her that they had come to make cucubies. They, however, set upon her and stole a gold bangle. Prisoner was subsequently arrested as he was attempting to pawn the article and in trying to get away he broke his arm.

Prisoner stated that he picked the bangle up as he saw another man throwing it away.

The jury found him guilty and he was sentenced to three years' imprisonment.

THE KOWLOON ATTEMPTED ROBBERY.

Tun Hop was arraigned on the charge of attempted robbery at the house occupied by Captain Spink at Lochiel Terrace, Kowloon, last month.

Sir Henry Berkeley, who conducted the prosecution, stated that Captain Spink's boy, in answer to the ringing of the bell, opened the door, when he was attacked by two men, one of whom threw pepper in his eyes. His screams brought Captain Spink, who was in bed at the time, and Mr. Lee, a neighbour upon the scene. They captured one of the men but the other got away.

The man captured was the prisoner. On him were found a quantity of pepper, a fighting iron and a coil of galvanised iron which is generally used for binding victims of robberies, etc.

After the case for the Crown had been completed, prisoner called three men to "say that he was a good man," but none of them would accept the responsibility, and the jury returned a verdict of guilty. Sentence of five years' imprisonment was passed, as well as twenty-four strokes with the birch.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE

MR. HENRI AUGUSTE BABBEY will Sign my Firm per Procurator from This Date.

A. R. MARTY.

Hongkong, 18th March, 1909. [487]

TO LET—FURNISHED.

NO. 6, MACDONNELL ROAD, from May 22nd, for six months.

FEED J. HALTON.

Pacific Mail S.S. Co.

Hongkong, 19th March, 1909. [488]

TO LET.

No. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.

NO. 1A, WYNDHAM STREET (suitable for Office and Godown).

NO. 2A, D'AGUIAR STREET (suitable for Office and Godown).

All of which are at present occupied by Weinmann Ltd. For Particulars, etc.

Apply to—YEE SANG FAT & Co., 34, Queen's Road Central.

Hongkong, 19th March, 1909. [489]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 6 OF 1909.

Re D. R. CAPTAIN TRADING AS D. R. CAPTAIN & CO.

TENDERS are invited for the purchase of the Godwill and Stock-in-Trade of the above named Debtor carrying on business at No. 25, Hollywood Road, Victoria, Hongkong as a Wine and Provision Merchant.

Persons desiring to tender are requested to attend at the Office of the Official Receiver on WEDNESDAY, the 24th March at 10.30 a.m. For further particulars apply to the undersigned.

Dated this 18th day of March, 1909.

G. H. WAKEMAN, Official Receiver.

490]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE: PORT SUEZ, SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"AUSTRIA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 24th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WILDER & Co., Agents.

Hongkong, 17th March, 1909. [3]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELHI" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where such consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on "argo"—

From London, &c., ex s.s. "Mongolia."

From Australia, ex s.s. "Mooltan."

From Calcutta, ex s.s. "Sindia."

From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 24th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th March, 1909. [1]

NOW ON SALE.

MAIL TABLES FOR 1909.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.

On Paper 20 "

On Sale at the Hongkong Daily Press Office.

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Building, THIS DAY (FRIDAY), the 19th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 19th March, 1909. [400]

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Building, THIS DAY (FRIDAY), the 19th March, at 12.30 p.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 19th March, 1909. [401]

THE CHINA-BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, on MONDAY, the 5th April, 1909, to receive a Statement of Accounts to the 31st December, 1908, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd March to the 5th day April, both days inclusive.

J. WHEELEY, General Manager.

Hongkong, 18th March, 1909. [483]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1906) of the HONGKONG CLUB, Payable on WEDNESDAY, the 31st March, 1909, will be held at the Hongkong Club House at 11 o'clock a.m., TODAY (FRIDAY), the 19th March, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order,

JAMES GRAIK, Secretary.

Hongkong, 10th March, 1909. [446]

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria, occupied by members of more than one family, except those within the European Reservation or those parts of a domestic building used as a shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be limewashed in respect of all the walls of each room, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard area have its containing walls limewashed up to the level of the first floor.

Curved, painted or polished woodwork in good condition, however, need not be limewashed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

The Government Limewashing Contractor is prepared to cleanse and limewash floors at the rate of \$1.00 per floor on application being made to the Secretary of the Sanitary Board.

A. GIBSON, Secretary.

Dated this 1st day of March, 1909. [470]

NOTICE.

BY Mutual Agreement between the undersigned, the Business heretofore carried on by them at Canton under the style of LEUNG & ORANGE has been determined; all assets thereof will be realized and all debts paid by the undersigned C. B. THOMAS who will in future carry on Business as an Architect and Civil Engineer at Canton aforesaid under his own name.

LEIGH & ORANGE, C. B. THOMAS.

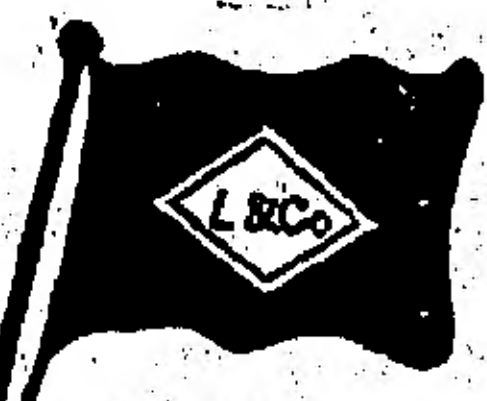
Hongkong, 17th March, 1909. [480]

NOTICE.

W.E. the Undersigned, a well-established Firm trading in Human Hair, beg to inform the Public that we have now Opened an Office in Hongkong at 127, Des Voeux Road, (first floor). Hitherto our Business as carried on at Ka Ying Chou and Canton, but in the interest of our Patrons, and in order to make ourselves more widely known to prospective purchasers in this part of China we have thought it advisable to open the above Office for the transaction of our Hongkong Business. We also desire to make known that the Goods supplied by us are of the best quality procurable and are subjected to a special process of cleaning and drying known only to ourselves.

To prevent imitation and fraud we have adopted a special TRADE MARK an illustration of which appears beneath.

LUN CHEONG & Co., 127, Des Voeux Rd. (first floor), Hongkong. [460]



INTIMATIONS

HONGKONG REGATTA.

TO-MORROW (SATURDAY), 20TH MARCH.

Under the Patronage of Their Excellencies Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., &c., and Vice-Admiral Sir HERWORTH LAMPTON, K.C.B., R.N., Major-General R. B. BROADWOOD, C.B.

THE RACING commences at Noon, and the Band of the Buffs will render selections during the afternoon.

YACHT RACES and a MOTOR-BOAT RACE will take place also.

After the last race, Mrs. BASIL TAYLOR has kindly consented to present the Prizes.

The Committee request the pleasure of the presence of the Ladies of Hongkong.

Launches will leave Blake Pier for the Flagship at 11.30 a.m. and at frequent intervals until 2.30 p.m. returning after the last race.

Tickets for the Flagship and Tiffin may be obtained from Lieut. Colonel CHAPMAN and the undersigned, or from Messrs. Kelly & Walsh, price Flagship \$1.00, Tiffin \$1.25. It is requested that early application may be made for the latter, to ensure the necessary accommodation.

Launches following the races must keep astern of the Umpire's launch in order not to interfere with competing crews.

HEDELEY G. WHITE, Hon. Secretary.

Hongkong, 13th March, 1909. [465]

Re GEORGE HUGHES DECEASED.

PURSUANT to an Order of the Chancery Division of the High Court of Justice England made in the Matter of the Estate of GEORGE HUGHES deceased JONES V. KEEBLE, 1908. 11. No. 1279 an enquiry is directed in the following terms:—Whether GEORGE HUGHES the illegitimate son of the above named Testator (GEORGE HUGHES) and if so what children (a) legitimate living at the death of the Testator or born after the said Testator's death or (b) illegitimate reputed to be his children at the date of the said Testator's death and when such children were respectively born and which of such children are now living and if any of them are dead when they respectively died and who are the respective legal personal representatives of such of them as have died after having attained the age of 21 years or after marriage if deceased. Now the persons claiming to be the children of the said legal personal representatives of such children as aforesaid are by their solicitors on or before the 28th day of May, 1909, to come in and prove their claims at the Chamber of Mr. JUSTICE EYRE, Room 589 at the Royal Courts of Justice Strand, London, England, or in default thereof they will be precluded from claiming the benefit of the said order. TUESDAY, the 8th day of June, 1909, at 12.30 of the clock in the afternoon at the said chambers, is appointed for hearing and adjudicating upon the claims.

Dated the 29th day of January, 1909.

W. O. HEWLETT, Master.

CLARKE, CALKIN & SON, 25, John Street, Bedford Row, London, England, Solicitors, Agents for HEWLETT & CLARKE, Solicitors, Sussex, England.

NOTE.—The above named Testator GEORGE HUGHES died on the 5th October, 1904. The above named GEORGE KEEBLE was an illegitimate son of the Testator and was employed as an Examiner in the Chinese Imperial Customs at Shanghai, China. On the death of the Testator the said GEORGE KEEBLE came to Europe on leave and resided at various places in England including London, Brighton, Liverpool and Southampton. He was also for a time resident at Dieppe in France. It is believed that he never resumed his appointment in the Chinese Customs. From January, 1900, to January, 1904, he resided at Bangoon in Lower Burma and from January, 1904, to April, 1907, he resided at Hongkong in China. In April, 1907, he again visited Europe and stopped for a time in London and also at Brighton in England. In September, 1907, he went to Dieppe in France where he stayed until his death on 23rd January, 1908.

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NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."
Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 12th March, 1909. [5]

FROM EUROPE.

THE H.A.L. Steamship

"AMBERIA."

Captain Deinat, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 13th March, 1909. [467]

EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th inst., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 20th inst., at 9.30 A.M.

All claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 13th March, 1909. [6]

S.S. "CALEDONIEN"

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex "Caledonien" and "Medoc" from Havre ex "Villiers de Melles" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 22nd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 15th March, 1909. [2]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN"

FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.

Hongkong, 16th March, 1909. [479]

DO YOU KNOW
THIS MAN?

DO IT NOW. YOU WILL BE AMAZED.
His address is—
Professor KENDAL, 89, Regent St., London.

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
1674

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK"
A.I., A.B.C., and Engineering Code Use
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	964 "
Width of Entrance on Bottom	884 "
Water on Blocks at Spring Tide	342 "

DOCK No. 1.

Extreme Length	523 feet
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	64 "

DOCK No. 2.

Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	55 "
Water on Blocks at Spring Tide	22 "

Suitable for vessels up to 1,000.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS is
always kept on hand.

THE COMPANY has the powerful steamer
"OUEA-MABU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for service.

Short Notice. [908]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM SHANGHAI YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"GREGORY APCAR."
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at Consignees' risk and expense into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 15th March, 1909. [477]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "CRAIGVAR,"
FROM SEATTLE, WASH.

THE above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading as soon as possible.

Consignees of cargo will please take notice
that before delivery can be obtained, they must
sign an Average Bond, which is lying at the
Office of the Undersigned and pay a Deposit of
six pence (6d.) per Quarter sack of Flour for
contribution to General Average.

Delivery Orders will then be granted in
exchange for Bills of Lading against which
Consignees are requested to take immediate
delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., Ltd.,
Agents.

Hongkong, 12th March, 1909. [8]

BANK LINE LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "GYMERIC,"
FROM SEATTLE, VICTORIA, VAN-
COUVER, YOKOHAMA, MOJI
AND MANILA.

THE above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature and to take
immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., Ltd.,
Agents.

Hongkong, 15th March, 1909. [8]

NAVAL AND MILITARY.

NAVAL.

The *Andromeda*, cruiser, Capt. G. R. A. Gaunt, left Devonport on the 6th ult., for the China Station with the relief crew for the *Bedford*, and sailing for the station.

The Russian cruisers *Korvetka* and *Gilyak* are reported to be on their way to the Orient. The *Stowich* has been launched. She will proceed to the Far East next spring. The construction of the *Panel 1* and another battleship 17,000 tons each displacement, on which work was started in 1903 at the Nova Shipbuilding Yard, is not yet completed. A further expenditure for the foregoing two battleships is included in the Budget for the coming fiscal year. They will be launched this year. After equipment the warships will be appointed to the Orient.

Mr. Reginald McKenna (First Lord of the Admiralty) in a recent speech said:—It was only seventeen years ago since the Naval Estimates stood at £14,000,000. They were now for the current year upwards of £30,000,000. Thirty years ago the officers and men aboard our ships were 40,000, to-day they were 128,000. That increase of more than threefold had been accomplished in a time during which the cost of the department of Admiralty itself had gone up only from £200,000 to £7,700,000. They would not expect at the present moment that he should divulge to them what the cost of the Navy would be for the ensuing year. Those precise details and the programme for the year, of course, be reserved until he was in a position to make a statement to the House of Commons, but he could assure them of this—that the Government were fully alive to the need of a Navy of such strength as would secure, beyond question or doubt, our shores from invasion and the freedom of the great highway of the sea. There would be no unwillingness on the part of the House of Commons or the nation to meet any cost that might be imposed upon them by naval requirements.

The *Birmingham* Post states that it is settled that General Sir O'Moore Creagh will succeed Lord Kitchener.

General William H. Carter, who recently took command of the Department of the Missouri, has been ordered to the Philippines. He was to sail from San Francisco on March 5th.

General Carter has served in the island before and has many friends here who will be glad to welcome him back. He is the author of several good works on cavalry subjects.

It has been decided to hold the Japanese army manoeuvres in the neighbourhood of Sendai early in November this year and it is stated that the Northern and Southern Armies will exceed 21,000 and 33,000 respectively. The offensive Northern Army will consist of 96 companies of infantry (numbering 15,320), sixteen squadrons (1,680), 24 field batteries (364 men and 144 guns), two battalions of engineers (1,200), two commissariat corps (of twenty ammunition columns) and one telegraph battalion (200). The defensive Southern Army will consist of 144 companies of infantry (1,480 men and 180 guns), three battalions of engineers (1,600), three commissariat corps (30 ammunition columns), and railway, telegraph, balloon and pontoon corps (500).

The *Lancet* has been publishing a series of articles on the prevalence of enteric fever amongst British troops in India. In one of these it is said that standard works of medicine published in 1858 asserted that both typhus and enteric fevers were unknown in India. The first cases to be published occurred in 1851. It is probable, however, that among the cases described as "Continued Fever" there had always been occasional cases of enteric which had not been diagnosed as such. It was not till 1869 that the term "Enteric" was found in the Medical Reports.

The increased susceptibility of young soldiers and recent arrivals in India, noticed in recent years, is probably due not to any one cause, but to a combination of causes. Among Europeans all over the world there seems to be a normal, or physiological susceptibility to enteric between the ages of 20 and 25, and this tendency seems to be aggravated by the disturbances caused by change from a temperate to a tropical climate. Want of experience, and therefore want of care, in matters of diet, exercise, and general rules of health, over-fatigue, and undue exposure to the sun, are no doubt contributory causes.

The army estimates for 1919-1920 amount to £27,435,000 as against £27,459,000 for the preceding year. The establishment charges, including India, amount to £804,975 as against £799,610, and the effective £680,107. The pay of the army a decrease of £206,000, and the territorial force an increase of £202,000. Supplies and clothing show an increase of £253,000.

A heavy change in the Far Eastern garrison in the tropics, in view of 1909-10 will be the transfer of the 2nd Battalion Queen's Own Cameron Highlanders from Tientsin to India. The Cameronians will be replaced by the 1st Battalion Royal Inniskilling Fusiliers, now stationed at Malta. The Inniskillings were previously in China in the "eighties," serving at Hongkong and later in the Straits Settlements. The move will be carried out about December next.

The sixteen torpedo-boat destroyers which were recently ordered for the British Navy Estimates of 1908-9 have been named and will be built as follows: By Messrs. J. B. White and Co., of Cowes, two, *Basilisk* and *Harpy*; by Messrs. John Brown and Co., of Clydebank, three, *Beagle*, *Bulldog*, and *Foxhound*; by the Fairfield Company, of Govan, three, *Grasshopper*, *Mosquito*, and *Scorpion*; by the Thames Iron Works, of Blackwall, one, the *Nautilus*; by Messrs. Denny, of Dumbarton, one, the *Purifier*; by Messrs. Cammell, Laird, and Co., of Birkenhead, three, *Racon*, *Renard*, and *Widder*; by the London and Glasgow Co. of Glasgow, one, the *Rattlesnake*; by Messrs. Thornycroft, of Woolston, one, the *Savag*; Messrs. Hawthorn, Leslie, and Co., of Newcastle, one, the *Scurvy*.

The dimensions of these vessels will vary slightly. The displacement will be between 930 and 1,030 tons. The i.h.p. will be 12,000, giving an extreme speed of 27 knots; and, as will be remembered from the somewhat capacious criticism that its first announcement evoked, this class shall use coal fuel. The armament will in each case be five 12-pounders and two torpedo tubes. The sum allowed in the current Navy Estimates for the construction of these vessels is only £24,454, or about £4,000 for each; it is not yet known what the total cost will be, but it has been stated that they will be somewhat less expensive than the "Tribal" class, whose displacement is rather less, but whose speed is six knots higher. The "Tribal" cost well over £140,000 apiece, so that this new batch is likely to cost about two million, as a figure

which allows £125,000 for each ship. The destroyers which are about to be begun by the Australian Commonwealth are described as "of the River class of the latest approved type," a statement which may probably be taken as meaning that they will be in the main similar to the *Basilisk*.

The experimental, or "special type" ocean-going, destroyer *Swift* is at the present moment completing at the works of Messrs. Cammell, Laird, and Co. and is to be commissioned this month. She belongs to the Estimate of 1905, and has been long in hand. Her most remarkable points are her great speed (36 knots), her insignificant armament (four 4in. guns on a displacement of 1,800 tons) and her enormous cost (more than a quarter of a million). Until recently it was believed that she would be employed as a scout, but it is now announced that she will be attached to the Eastern Destroyer Flotilla as an additional unit. This experimental type has met with very severe criticism, and it does not seem likely that it will be repeated.

The Admiralty have appointed Rev. O. B. F. Hughes, M.A., Chaplain to the *Tamar*, additional, for duty at H. M. Dockyard and R.N. Hospital, Hongkong, to date March 10.

Surgeon A. D. Spalding has been appointed to the *Tamar*, additional, for dockyard duties.

THE RIGHT WAY.

There are many ways of trying to cure indigestion.

A common way is to take drastic mineral purgatives—"Salts" of some kind—to stimulate the action of the liver and the bowels.

A more popular way is to eat as little as possible—to eat next to nothing—in fact to starve.

The first way is dangerous. It not only weakens, but it makes temporary irregularity a permanent irregularity.

The second method is distressing, and does not help. You do not cure indigestion by giving the stomach nothing to digest any more than you attain muscular strength without exercise.

The fact is, hard work does not damage anyone or any power of the body.

Work your brain hard and it grows more acute. Work your muscles hard—they grow bigger and stronger. Work your stomach properly, and it will digest the food necessary to keep you strong.

Sometimes, as a brain gets tired, or a muscle strained, the stomach breaks down. It wants a little tonic, a little help in its work. A little stimulation.

This is not gained by drastic purging, which weakens and irritates.

It is not gained by starvation, which throws the organ out of action altogether.

It is secured by Mother Seigel's Syrup—a purely vegetable preparation which has benefited and cured people all over the world for forty years.

Its action is mild, healing, stimulating, and tonic.

It simply helps the stomach to regain its power to form the gastric juices necessary to dissolve food—removing acidity, wind, pain after eating, and nausea.

It mildly prompts the liver to quicker action, removing headache, heaviness, drowsiness, pain in the side, depression, and nervousness.

It gently corrects the action of the bowels, eliminating the waste and poisonous matter which is rejected in the process of digestion.

Mother Seigel's Syrup is a homely, reliable, and pleasant remedy; and, wherever you live, someone you know will be able to tell you something of its merit from actual experience.

They will tell you it cures without the violence of mineral medicines, or without the weakening effects of a diet that is virtual starvation.

"I was tortured by stomach pains, and quite lost my appetite, the very little I ate being thrown up almost as soon as swallowed. In short, I was a victim of acute indigestion."

"I became dreadfully weak—unable to work. Nothing seemed to do me any good, though I gave all sorts of treatment a patient trial. I was at my worst when I began to take Mother Seigel's Syrup. But with that lucky trial all changed. I had not taken many doses before my pains left me and my natural appetite returned. Soon my health was completely restored, and for three years I have remained perfectly well."—JOHN W. HUBLE, 41, Milton Road, Old Fletton, Peterborough, April 22nd, 1908.

Mother Seigel's Syrup is now also prepared in Tablet Form, and sold as Mother Seigel's Syrup Tablets. Price 2/6. [74-11]

CHINA'S DEVELOPMENT.

China's development, says *Chinese Public Opinion*, has proceeded not only on the lines of mechanical and scientific advancement but has also made great strides in the direction of Philosophic and academic progress.

Many centuries ago the philosophers and scholars of our country realised the importance of character ability. That the importance of character was later attached to department of human development was perhaps exaggerated, is purely a matter of opinion, but that its practice led to a great advancement of our country as a literary land cannot be disputed.

The phase of the literary supremacy, that is to say, the adjustment of literary expert as the peer of his fellows, both for official and for honorary rank led to the introduction of the Examination system. It was very early made the ladder by which the highest offices in the land became the lot of the *oligarch*. Study and scholarship opened to the poorest and lowest born in the land, certain exceptions naturally being made with reference to the followers of certain undignified trades, the highest offices which his country had to offer.

Study and the ultimate acquirement of knowledge of scholarly matters gained, if not office, at least the respect of his fellows and gave to the man who started from the lowest rung of the ladder the social status which is the desire of man kind in every nation of the world.

As a matter of fact the aristocracy of intellect became the social ladder of China.

Not only was this literary development thus highly advanced, but the standard of thought of the country's scholars reached a stage which has not been excelled in any age in the world's history.

An outline of the Examination system may perhaps here be of interest as it will possibly give an idea as to the "wherefore" of this high state of efficiency in literary attainment.

In China there are titles equivalent to the Duke, Marquis, Earl, Baron, etc. of Europe. These are titles of nobility and are sometimes hereditary, sometimes conferred by the sovereign or special services rendered to the state or the Dynasty.

After these come the *Sze*, or Scholar, Nun, the Agriculturalist, Knave, the workman and Slave, the trader. From the *se* class officials are drawn and these are, naturally, the most powerful. Public servants of all grades must also belong in their different degrees to the scholarship which

FOR PREVENTION

It is an admitted fact that prevention is better than cure, and in no case is it more true than in regard to bodily health. What may at first be but a slight ailment may, if allowed to go unchecked, develop into a real danger—only to be removed at the expense of much sacrifice and suffering. It is well, therefore, to understand that, taken in time, BEECHAM'S PILLS will quickly go to the root of the trouble and prevent serious illness.

FOR CURE

If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, Beecham's Pills may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where more potent means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain their health and happiness if they would only

TAKE

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9/6, 1/11 & 2/9.

one opens to them the gates of official advancement. The instruction of the children, even in the smallest village can only be entrusted to the hands of a *Sze*, or scholar. His remuneration may be insignificant, but his importance in the community and his weight in the village councils, are very great and quite disproportionate to his financial status.

The first examination which a Chinese has to pass, in order to become a *Sze*, is the district examination which is an annual affair. This is held by the District Magistrate and lasts for three days, and during this period a candidate has to write two essays in prose and one in poetry in accordance with definitely laid down subjects.

The second examination, which is held several months later, is the *Pu* kau, or Prefectural examination. This is held in the Prefectural city of the district and is open to all even to those who have failed to pass the District examination. This is practically a duplicate, in the nature of procedure, of the first examination and will enable the successful candidate to pass on to higher degrees should he so desire.

After this comes the examination by the Imperial Commissioner, success in which, gains for the candidate the degree *Shu* Tsai. The acquirement of this degree entitles the candidate to admission to the examination for the degree of *Ju* Jen. This is a triennial examination and is held in the capital city of each Province. Herein the candidate must attend three examinations each lasting for three days and success entitles him to enter for the still higher degree of *Tsin* Shih. This also is a triennial examination and is held only in Peking. Again a nine days have to be spent in strenuous endeavour in the examination Chamber. This is a small room or cubicle in the examination hall and in bare discomfort the student endeavours to produce nine perfect essays. Success in this endeavour gives him the title of *Tsin* Shih, but failure with only obtain for him junior post in one of the Boards or some insignificant subordinate post such as a clerkship or a junior secretarial position. Finally there is examination of *Tien* Tsai, which is generally held in the Imperial Palace. This is the examination which entitles the successful candidate to the official title of Han Lin Yuan.

Shih Chi Sze and these remain for a period of three years in the Han Lin Yuan, studying, when they are again examined and, if successful are retained in the Han Lin Yuan as National scholars. The unsuccessful candidates will gain posts on some of the Boards or as clerks in some of the Government Departments.

This system of gaining preferment by progressive scholarship has undoubtedly given an impetus to the desire for national education. Formerly this advancement was entirely confined to scholarship in the Chinese classics and the historical lore of the country. Now this has been altered and a general examination, which combines the ancient classic and the Modern Western knowledge, is adopted which is likely to retain alive, if carefully fostered, the ancient traditions of our country and at the same time give to her the benefits of the progressive knowledge of European nations.

SHIPPING.

ARRIVALS.

AVONIA, Austrian str., 7588, D. Cobol, 17th March—Trieste 17th January. General—Sander, Wieler & Co.
 CARL DREIDRICHSEN, German str., 774, J. Kuyser, 17th March—Hainan and Hainan 16th March. General—Johnson & Co.
 DAIKYO MARU, Japanese str., 899, F. Kaburaki, 18th March—Sawtoe 17th March—General Osaka Shosen Kaisha.
 DELHI, British str., 3,090, G. W. Gordon, 18th March—London and Singapore 15th March. Mails and General—P. & O. S. N. Co.
 KAIFONG, British str., 987, Lindberg, 18th March—Hainan 13th March, Sugar—Butterfield & Swire.
 KWONGSANG, British str., 1,423, W. P. Baker, 18th March—Shanghai 13th and Swatow 17th March. General—Jardine, Matheson & Co.
 LUTCHOW, British str., 1,216, W. Braddley, 18th March—Wuhu and Chinkiang 14th March. General—Butterfield & Swire.
 YOKOHAMA MARU, Japanese str., 3,066, K. Sato, 18th March—Hainan 27th Feb. and Singapore 11th March. General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

18th March.
 Hong Wan I, British str., for Amoy.
 Kaitung, British str., for Amoy.
 Kaitung, British str., for Canton.
 Lian, British str., for Shanghai.
 Nippon Maru, Japanese str., for Manila.
 Phoenix, German str., for Bangkok.
 Victoria, Swedish str., for Saigon.
 Yelochi Maru, Jap. str., for Singapore.

DEPARTURES.

18th March.
 ANHUI, British str., for Canton.
 FUKU MARU, Japanese str., for Moji.
 HANYANG, British str., for Swatow.
 HANYANG, British str., for Tientsin.
 HILARY, German str., for Saigon.
 MREPO, Chinese str., for Canton.
 SURUGA, British str., for Manila.
 TAISHAN, British str., for Hongkong.
 TELEMACHUS, British str., for Saigon.
 WOSANG, British str., for Canton.

VESSELS IN DOCK.

March 18th.
 ABERDEEN DOCK—Kwang Tai.
 KOWLOON DOCK—Tatze, Venus, H.M.S. Otter, Suruga, Patria, Vigilante, Hoiching, Kwong Sai.
 COSMOPOLITAN DOCK—Alesia, Tjibodas.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."
 Captain S. H. Bolton, will be despatched for the above Ports TO-DAY, the 19th inst., at 4 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 15th March, 1909. [477]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA."
 Captain Cobol, will leave for the above places TO-MORROW, the 20th inst., at 4 P.M.
 This steamer has splendid accommodation for passengers, electric light, carries a doctor and stewards.
 For Freight or Passage, apply to
 SANDEE, WIELER & Co., Agents.
 Hongkong, 19th March, 1909. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MACEDONIA."
 Captain C. D. Bennett, N.R., carrying His Majesty's Mails, will be despatched from this office for London direct calling at Bombay, for Passengers and Mails on SATURDAY, the 20th March, at NOON, taking passengers and cargo for the above ports. Silk and Valuables only will be accepted for Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 4th March, 1909. [1]

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE."
 will be despatched as above on or about the 26th March, 1909.
 For Freight or Passage apply
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th February, 1909. [378]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "DACRE CASTLE" About 20th Apr.

For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.
 Hongkong, 18th March, 1909. [1712]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & Etc.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MACEDONIA	Brit. str.	—	C. D. Bennett	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	PALLAWAN	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & HULL	ELSTREE	Brit. str.	—	T. Darke	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	GLIMMER	Ger. str.	—	Malchow	MOOREHEAD, BROS. & GOW	On 25th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	—	Müller	HAMBURG-AMERICA LINE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NIOGEMIA	Ger. str.	—	Kolze	HAMBURG-AMERICA LINE	On 26th inst.
HAVRE, BREMEN & HAMBURG, &c.	JULIETTA	Ger. str.	—	Debat	HAMBURG-AMERICA LINE	On 26th inst.
MARSEILLES & HAMBURG VIA STRAITS, &c.	AMBERIA	Ger. str.	—	Debat	HAMBURG-AMERICA LINE	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NERA	Fr. str.	—	Martin	MESSAGERIES MARITIMES	On 30th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SPEZIA	Ger. str.	—	Gimtenbräu	HAMBURG-AMERICA LINE	On 31st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	CATHAY	Dan. str.	—	—	MELCHERS & Co.	On 24th inst.
MARSEILLES, LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 10th April.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	F. E. Cops	NIPPON YUSEN KAISHA	On 14th April, at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	BRIGAVIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 3rd May.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	ESTUVA MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	About 7th April.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	AMERICA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst.
TRIESTE, GENOA, ALGER, GIBRALTAR &c.	KRIST	Ger. str.	—	Rud. Meyer	MESSAGERIES MARITIMES	On 24th inst., at Noon.
NEW YORK	NORVALENT	Am. str.	—	B. Bodnar	—	On 7th April.
BOSTON & NEW YORK	NORMAN PRINCE	Brit. str.	—	—	—	On 11th May, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	DACRE CASTLE	Brit. str.	—	—	—	On 10th April, at 7 A.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	—	To-day.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	J. C. A. Hall	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHIMAZU MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 13th April, at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	N. Yagi	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Ger. str.	—	Iseki	—	On 25th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	EMPEROR MARU	Jap. str.	—	E. T. Holmes	GIBB, LIVINGSTON & Co.	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KANAGAWA MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 14th April, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAMATO MARU	Jap. str.	—	G. W. Eids	NIPPON YUSEN KAISHA	On 14th April, at Noon.
KORE & YOKOHAMA	CHOSUO MARU	Jap. str.	—	N. Ono	NIPPON YUSEN KAISHA	To-morrow, at Daylight
NAGASAKI, KOBE & YOKOHAMA	CHOSUO MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 14th April, at D'light
TIENTSIN	CHOSUO MARU	Jap. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
TIENTSIN VIA WEIHAIWEI & CHEFOO	CHOSUO MARU	Jap. str.	—	E. Mooney	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
CHEFOO & TIENTSIN	CHOSUO MARU	Jap. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI MOJI & KOBE	CHOSUO MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	To-day.
SHANGHAI YOKOHAMA & KOBE	CHOSUO MARU	Jap. str.	—	Cobol	—	To-morrow, at 4 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-day, at 9 A.M.
SHANGHAI YOKOHAMA & KOBE	CHOSUO MARU	Jap. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
SHANGHAI	CHOSUO MARU	Jap. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 23rd inst.
SHANGHAI	CHOSUO MARU	Jap. str.	—	A. Campbell	BUTTERFIELD & SWIRE	On 21st inst., at D'light
SHANGHAI	CHOSUO MARU	Jap. str.	—	T. Suruga	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	B. Wilhelm	OSAKA SHOSSEN KAISHA	On 25th inst., at 8 A.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	MELCHERS & Co.	About 25th inst.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	MELCHERS & Co.	On 28th inst.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 29th inst., P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 31st inst.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 31st inst., at 8 A.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 21st inst., at 10 A.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 28th inst., at 9 A.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	DOUGLAS LAFRAIR & Co.	To-day, at Noon.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	DOUGLAS LAFRAIR & Co.	On 21st inst., at 10 A.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	DOUGLAS LAFRAIR & Co.	On 23rd inst., at Noon.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at 9 A.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	SHEWAN, TOMES & Co.	To-morrow, at Noon.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at 3 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	SHEWAN TOMES & Co.	On 27th inst., at Noon.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst., at 3 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	DAVID SASSOON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	DAVID SASSOON & Co., Ltd.	On 23rd inst., at Noon.
SHANGHAI	CHOSUO MARU	Jap. str.	—	—	—	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. RUD. MEYER	Wed. day, 24th March, at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. ISEKE	Thursday, 25th March, at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About Thursday, 25th March.
KUDAT & SANDAKAN	"BOENEO" Capt. F. SEMBELL	Beginning of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 15th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
GYMERIC	4,092	J. C. A. Hall	On 19th March.
NUMERIC	6,232	E. S. Cowley	On 26th April.
INVERIC	4,792	E. J. How	On 6th May.
SUVERIC	6,232	W. Skotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 18th March, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 29th March, P.M.
MARSEILLES VIA PORTS	"NERA" Capt. Martin	On 30th March, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 12th April, P.M.
MARSEILLES VIA PORTS	"CALEDONNIEN" Capt. Bruns	On 13th April, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant; Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 17th March, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

(EMPERESS LINE).

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong: "EMPERESS OF JAPAN" Sat., 10th April. "EMPERESS OF CHINA" Sat., 1st May. "EMPERESS OF INDIA" Sat., 22nd May. From St. John or Quebec: "EMPERESS OF IRELAND" Fri., 9th Apr. "EMPERESS OF IRELAND" Fri., 7th May. "ALLAN LINER" Friday, 28th May. "EMPERESS OF BRITAIN" Fri., 18th June.

"Empress" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers. "243" "245" "246" and 1st Class Railway.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Travel Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING."
 Captain A. E. Gentles will be despatched for the above ports on TUESDAY, the 23rd inst., at Noon.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd. Agents.
 Hongkong, 16th March, 1909. [478]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZIL, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"VORWAERTS."
 Captain Bodnar will be despatched as above on WEDNESDAY, the 24th inst.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
 SANDEE, WIELER & Co., Agents.
 Hongkong, 4th March, 1909. [3]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND HULL.

THE Steamship

"GLENROY."
 Captain T. Darke, will be despatched as above on MONDAY, the 29th March, 1909.
 For Freight, apply to
 MCGREGOR BROS. & GOW.
 Hongkong, 9th March, 1909. [444]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPI

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	9 A.M., 19th March	Freight and Passage.
LONDON VIA USUAL PORTS	MACEDONIA	Noon, 20th March	See Special Advertisement.
LONDON and ANTWERP	PALAWAN	About 24th March	Freight and Passage.
ANG COLOMBO PORT	SAID and MARSEILLES	March	
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA	About 27th March	Freight and Passage.

For further Particulars, apply to

M. A. HEWETT,
Superintendent.

Hongkong, 18th March, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENTSIN	"HUICHOW"	On 19th March, 3 P.M.
SHANGHAI	"ICHANG"	On 19th March, 4 P.M.
CHEFOO and TIENTSIN	"KUEICHOW"	On 20th March, 4 P.M.
SHANGHAI	"ANHUI"	On 21st March, 4 P.M.
HAIPHONG	"CHIHAI"	On 21st March, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 21st March, 4 P.M.
MANILA	"TEAN"	On 23rd March, 3 P.M.
SHANGHAI	"CHINHUA"	On 25th March, 4 P.M.
MANILA	"TAMING"	On 30th March, 3 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS (TWIN SCREW) and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" leaving every Thursday and Sunday, have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN. These Ships Take Cargo on through Bills of Lading to all Yangtze and North China Ports. Telephone 36.

For Freight or Passage apply to—

RUTTERFIELD & SWIRE,
AGENTS.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY & FOCHOW.	FRIDAY, 19th March, at Noon.
"HAIMUN"	SWATOW	SUNDAY, 21st March, at 10 A.M.
"HAITAN"	SWATOW, AMOY & FOCHOW.	TUESDAY, 23rd March, at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

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Hongkong, 18th March, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW, AMOY & FOCHOW.	"DALIN MARU"	SUNDAY, 21st March, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	"CHOSHUN MARU"	THURSDAY, 25th March, at 8 A.M.
TAMUI VIA SWATOW, AMOY & FOCHOW.	"JOSHIN MARU"	SUNDAY, 28th March, at 9 A.M.
ANPING VIA SWATOW, AMOY & FOCHOW.	"SHOSHU MARU"	WEDNESDAY, 31st March, at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th March, 1909.

T. ARIMA, Manager.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 19th March, 4 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 23rd March, Noon.
SHANGHAI	"KWANG"	Wed. day, 24th March, 4 P.M.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHUPHANG"	Thursday, 25th March, 4 P.M.
MANILA	"YUENSANG"	Friday, 26th March, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Saturday, 27th March, Noon.

RETURN TOURS TO JAPAN.

The Steamers "KITSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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Hongkong, 19th March, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 20th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 27th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

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Hongkong, 8th March, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

STEAMERS	DATE OF SAILING
For SHANGHAI, YOKOHAMA & KOBE:	
S.S. BRISGAVIA	33rd March
S.S. BELGRAVIA	31st March
S.S. SILESIA	15th April
S.S. SCANDIA	27th April
S.S. SENEGAMBIA	10th May
S.S. SEGOVIA	17th May
S.S. ISTRIA	29th May

Further Particulars, apply to—

Hongkong, 18th March, 1909.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"CATHAY"	On 24th March.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	On 28th March.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of April.

For Further Particulars apply to

Hongkong, 19th March, 1909.

MELCHERS & CO.,
AGENTS.

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NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU	(Capt. W. THOMPSON)	About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAIRDOR)	About Wed. 5th May.
KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 18th March, 1909.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	INABA MARU	6189	WEDNESDAY, 31st March at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	HITACHI MARU	6715	WEDNESDAY, 14th April at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, and BRISBANE	SHINANO MARU	6388	TUESDAY, 30th March, at Noon
SHANGHAI, MOJI and KOBE	SANGO MARU	7453	TUESDAY, 13th April, at Noon
KOBE and YOKOHAMA	NIKKO MARU	5539	FRIDAY, 19th March, at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU	5076	FRIDAY, 16th April, at Noon
NAGASAKI, KOBE and YOKOHAMA	YETOHOFU MARU	5964	FRIDAY, 19th March, at Daylight
	KANAGAWA MARU	6169	SATURDAY, 20th March, at Daylight
	TAKASAKI MARU	4370	TUESDAY, 30th March, at Daylight
	YAWATA MARU	3817	WEDNESDAY, 14th April, at Daylight

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer Lines. Round-the-World Tickets also issued between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
§ For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 19th March, 1909.

T. KUSUMOTO,
MANAGER.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of March	JAVA	Second half of March
TJIMAH	JAVA	Second half of March	AMOY	Second half of March
TJILATJAP	JAVA	Second half of March	SHANGHAI	Second half of March
TJILIWONG	JAPAN	First half of April	JAVA	First half of April
TJIPANAS	JAVA	First half of April	SHANGHAI	First half of April
TJIKINI	JAPAN	Second half of April	JAVA	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.
Hongkong, 19th March, 1909.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA JAPAN PORTS, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. AMERICA MARU	6000 tons gross	Sail April 14th, 1909.
S.S. HONGKONG MARU	6000 "	June — 1909.
S.S. MANSHU MARU	6000 "	August — 1909.
S.S. AMERICA MARU	6000 "	October — 1909.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

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Hongkong, 13th March, 1909.

SOUTH MANCHURIA RAILWAY CO.

— SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwancheng), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINCHOU LINE—For Yinkou (Newchang), 3 hours from Tashihchiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction.

ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Haien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Leste).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGSTZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yinkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add: "MANCHU" Codes: A.B.C., 5th Ed., A.I. and Lieber's.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VUEX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

920]

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers, and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, TONGKU.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels given on application to—

BUTTERFIELD & SWIRE,
Managers,
Tientsin.

Hongkong, 18th March, 1909. [485]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1898. [9]

NOW READY

THE

DIRECTORY AND CHRONICLE

FOR 1909.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SHIPPERS
Gutler, Palmer & Co., London.

AGENTS
SIEMSEN & CO.,
HONGKONG.

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